IN THE CLAIMS

Please amend the claims as follows:

Claims 1-39 (Canceled).

Claim 40 (Previously Presented): A glass-free motor vehicle window, which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

a.) a plastic layer having a thickness of 5 to 10 mm,

b.) at least one skin layer of a plastic film having a thickness of 10 to 100 μm coated on said plastic layer, and

c.) a scratch-resistant layer having a thickness of 1 to 10 μm supported by said plastic film,

wherein said window is prepared by the following process (A) or process (B), wherein process (A) comprises:

1.) providing said skin layer b.), either flat or in shaped form,

2.) subjecting said skin layer to heat treatment, the skin layer, being supported completely or partly by a mould surface, an auxiliary means for shaping at least part of the skin to the said mould surface being optionally provided so as to relax stresses in the skin, and crosslinking constituent elements thereof; and

3.) joining the skin to said plastic layer a.) by hot pressing in a form, or by thermoplastic injection moulding or reactive injection moulding of the material of the plastic layer a.), the skin having been positioned in the bottom of the mould in such a way that a scratch-resistant layer c.) is in direct contact with the mould;

and process (B) comprises:

1.) depositing the constituent elements of a scratch-resistant layer on a substantially flat plastic film; and

2.) shaping said film bearing the elements of the scratch-resistant layer into a shape which is the same as or at least similar to the ultimate shape of the end-product, while at the same time at least partly crosslinking the scratch-resistant layer.

Claim 41 (Previously Presented): The glass-free motor vehicle window according to Claim 40, wherein said plastic layer a.) comprises a thermoplastic, comprising polycarbonate, poly(methylmethacrylate), an ethylene/vinyl acetate copolymer, poly(ethylene terephthalate), polyurethane or a cycloolefin copolymer, or an ionomer resin or a thermosetting or thermally crosslinkable material of a polyurethane, unsaturated polyester or ethylene/vinyl acetate copolymer, or a combination of several thicknesses of the same or several of these plastics.

Claim 42 (Previously Presented): The glass-free motor vehicle window according to Claim 40, wherein said skin layer b.) comprises of one or more transparent thermoformable plastic films made of polycarbonate, polypropylene, poly(methyl methacrylate), an ethylene/vinyl acetate copolymer, poly(ethylene terephthalate), polyurethane, polyvinyl butyral or a cycloolefin copolymer.

Claim 43 (Previously Presented): The glass-free motor vehicle window according to Claim 42, wherein interposed between plastic films (b.) or deposited on said plastic film b), is at least one functional layer.

Claim 44 (Previously Presented): The glass-free motor vehicle window according to Claim 40, wherein said scratch-resistant layer c.) is inorganic, or consists essentially of

networks of entangled inorganic and organic molecular chains linked to each other by silicon-carbon bonds.

Claim 45 (Previously Presented): The glass-free motor vehicle window according to Claim 44, wherein said inorganic scratch-resistant layer c.) consists essentially of polysiloxanes, silica or alumina.

Claim 46 (Previously Presented): The glass-free motor vehicle window according to Claim 40, wherein an external layer of said glass-free motor vehicle window comprises a hydrophobic/oleophobic agent which is incorporated into said scratch-resistant layer c.), grafted onto said scratch-resistant layer c.), or self-supported on a film of poly(vinylfluoride) or poly(vinylidene fluoride) applied directly to said scratch-resistant layer c.).

Claim 47 (Previously Presented): The glass-free motor vehicle window according to Claim 46, wherein said hydrophilic/oleophilic agent is obtained from precursor silanes having a hydrolyzable alkoxy- or halo-functional group at one end and a perfluorinated carbon chain at the other end.

Claim 48 (Previously Presented): The glass-free automobile window according to Claim 40, wherein said skin layer b) includes at least one decorative or masking layer or both covering all or part of the surface of the window.

Claim 49 (Previously Presented): The glass-free automobile window according to Claim 40, including at least one adhesion layer between said layer a.) and layer b.).

Claim 50 (Currently Amended): The glass-free automobile window according to Claim 40, wherein the skin layer b.) includes one or more optically selective layers, having thicknesses of between 2 and 35 ~~μm~~ nm and separated from each other, as well as from other adjacent layers or films, by dielectric layers.

Claim 51 (Previously Presented): The glass-free automobile window according to Claim 50, wherein said optically selective layers are metal layers.

Claim 52 (Previously Presented): The glass-free automobile window according to Claim 40, wherein said scratch resistant layer c.) has a surface appearance without any crazing.

Claim 53 (Previously Presented): A process for preparing a glass-free automobile window which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

a.) a plastic layer having a thickness of 5 to 10 mm,

b.) at least one skin layer of a plastic film having a thickness of 10 to 100 μm coated on said plastic layer, and

c.) a scratch-resistant layer having a thickness of 1 to 10 μm supported by said plastic film, which process comprises:

1.) providing said skin layer b.), either flat or in shaped form,

2.) subjecting said skin layer to heat treatment, the skin layer, being supported completely or partly by a mould surface, an auxiliary means for shaping at least part of the skin to the said mould surface being optionally provided so as to relax stresses in the skin, and crosslinking constituent elements thereof; and

3.) joining the skin to said plastic layer a.) by hot pressing in a form, or by thermoplastic injection moulding or reactive injection moulding of the material of the plastic layer a.), the skin having been positioned in the bottom of the mould in such a way that a scratch-resistant layer c.) is in direct contact with the mould.

Claim 54 (Previously Presented): The process of Claim 53, wherein said constituent elements are supplied by screen printing, flexography, ink jet printing, laser printing, dip coating or spraying.

Claim 55 (Previously Presented): The process of Claim 53, wherein in step 2), said heat treatment is effected at 100° to 300°C.

Claim 56 (Previously Presented): A process for preparing a glass-free automobile window which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

a.) a plastic layer having a thickness of 5 to 10 mm,

b.) at least one skin layer of a plastic film having a thickness of 10 to 100 μm coated on said plastic layer, and

c.) a scratch-resistant layer having a thickness of 1 to 10 μm supported by said plastic film, which process comprises:

1.) depositing the constituent elements of a scratch-resistant layer on a substantially flat plastic film; and

2.) shaping said film bearing the elements of the scratch-resistant layer into a shape which is the same as or at least similar to the ultimate shape of the end-product, while at the same time at least partly crosslinking the scratch-resistant layer.

Claim 57 (Previously Presented): The process of Claim 56, wherein the crosslinking and simultaneous shaping involve a heat treatment at a temperature of from 100 and 300°C.

Claim 58 (Previously Presented): The process of Claim 57, wherein the temperature is from 140 to 240°C.

Claim 59 (Previously Presented): The process of Claim 56, wherein the shaping is carried out by supporting the film coated with the scratch-resistant layer, or the elements intended to constitute this layer, at least on part of its surface, by a mould.

Claim 60 (Previously Presented): The process of Claim 56, wherein the mould carrying the film is a frame open at its center.

Claim 61 (Previously Presented): The process of Claim 56, wherein the film coated with the scratch-resistant layer of elements constituting this layer is combined, before shaping, with one or more other films which themselves fulfill functions or carry means for carrying out these functions other than the scratch-resistance function.

Claim 62 (Previously Presented): A method of incorporating a body element, at least a portion of which is transparent, in a manufactured object, which comprises incorporating the glass-free automobile window according to Claim 40, into an automobile.

Claim 63 A glass-free motor vehicle window, which is at least partly transparent, and which meets French standard R43 for motor vehicle windows, which comprises:

a.) a plastic layer having a thickness of 5 to 10 mm,

b.) at least one skin layer of a plastic film having a thickness of 10 to 100 μm coated on said plastic layer, and

c.) a scratch-resistant layer having a thickness of 1 to 10 μm supported by said plastic film,

wherein said scratch-resistant layer c.) is essentially inorganic or consists essentially of networks of entangled inorganic and organic molecular chains linked to each other by silicon-carbon bonds.

Claim 64 (Previously Presented): The glass-free motor vehicle window according to Claim 63, wherein said scratch-resistant layer c.) consists essentially of networks of entangled inorganic and organic molecular chains linked to each other by silicon-carbon bonds.

Claim 65 (Previously Presented): The glass-free motor vehicle window according to Claim 64, wherein said networks of entangled inorganic and organic molecular chains linked to each other by silicon-carbon bonds are provided by an Ormocer varnish.

DISCUSSION OF THE AMENDMENT

Claim 50 has been amended to correct a typographical error.

Claims 40-65 remain pending in the application.